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No anonymously signed communications that have already appeared in other papers will be inserted.

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DEATH.

PESTONJEE.—On 13th August, at the Government Civil Hospital, Hongkong, PESTONJEE FRAMJEE VAPIWALLA, manager of H. Ruttonjee & Son, aged 23. Deeply regretted.

HONGKONG OFFICE: 104, DES VOUX ROAD. LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 14TH, 1913.

THE outspoken statement made the other day by Lord CREWE and Sir EDWARD GREY to a deputation of opponents of the opium traffic must have made it perfectly clear to the Anti-Opium Societies that there are limits to the philanthropy of His Majesty's Government—in this matter at any rate. Lord CREWE in his speech as officially reported used the most guarded language, it is true, but the general effect of it clearly is that his Lordship, having regard to the evidence brought to his notice through official channels, does not believe in the ability of the Chinese authorities to put a sudden end to the cultivation of the poppy in China, and, therefore, is not disposed to make any arrangements for the withdrawal of the stocks which have accumulated at the Treaty ports. In his own diplomatic phraseology, "there are practical difficulties in the way of disposing of these stocks elsewhere than in China." But taking this remark in association with his Lordship's statement that "if China suppressed the opium habit in ten years it would be a feat unparalleled in the history of the world," we cannot be far wrong in saying that the plain meaning of the speech is that his Lordship, while acknowledging the progress already made in China towards the suppression of the habit, concludes from the evidence brought before him that the

arrangements made in the Agreement with China, whereby the trade would end in 1916, may be allowed to stand without doing any substantial injustice to China, or giving her real cause for complaint. Sir EDWARD GREY was still more outspoken. He declared it to be doubtful whether the accumulated stocks at the Treaty ports were really an obstruction to China "while China continued to produce three times as much opium as these stocks," and he told the deputation bluntly that they could not reasonably ask the British Parliament to buy the accumulated stocks. We do not gather from the telegram that any request for the cancellation of the Opium Agreement came from China itself, though the Anti-Opium Societies in England—or, rather, the one or two men who run them—recently induced the unofficial Chinese delegate in England to urge his Government to lodge such a demand, which, if conceded, would place the Government in a position to absolutely prohibit the import into China of the stocks at the Treaty ports, which the Indian Government have sold for import into China under the authority of the existing international agreement. General CHANG had told these Societies that the Chinese Government had not expected that the British Government would accede to any such demand. If that be so, the Chinese Government is to be congratulated upon its practical common sense. The outspoken speeches of the British Ministers must, therefore, be regarded rather as a rebuff to the busybodies of the Anti-Opium Societies in England than to the Chinese Government. According to a report made by General CHANG recently to the Society in Peking which sent him on his mission to England, Mr. THEODORE TAYLOR had told him that, although there was some talk of the British Government demanding compensation for the obstruction of the import of the opium stocks into China, "these demands were mere formalities emanating from the diplomatic officers and that the British Government never would insist upon it." After the speeches made by Lord CREWE and Sir EDWARD GREY we imagine the Chinese Government will hesitate to accept the word of Mr. TAYLOR on the question. Clearly the British Government is relying upon the good sense of the Chinese Government in the matter, with some confidence that they will allow these stocks to be gradually worked off as contemplated by the Agreement under which they were bought by merchants from the Government of India for sale in China. We do not hesitate to predict that if the imports from India are annually reduced according to the schedule of the Agreement, the import of the foreign drug will cease many years before it will be possible to say that the drug is no longer cultivated in China, where it has been a feature of the landscape for nearly 2,500 years.

The typhoon yesterday was N. W. of Yap, moving N.N.W.

Captain Tracey, D.C.L.I. left yesterday for Yokohama where he is to be married.

The Hon. Mr. David Landale and Mrs. Landale left yesterday by the *Empress of Asia* for a short holiday in Japan.

Mr. R. Anderson, the manager of the Chartered Bank of India, Australia and China at Taiping, is to be transferred to the Federal Capital, says a Taiping correspondent.

The construction of the wireless station at Sandakan is proceeding rapidly, says the British North Borneo Herald. The site has been prepared and an operator's office built. The Chinese who formerly occupied the land have been compensated by the Government.

A very popular young member of the Parsee community in Hongkong passed away yesterday at the Government Civil Hospital in the person of Mr. Pestonjee Framjee Vapiwalla, the manager of Messrs. H. Ruttonjee & Son's store. Though but 23 years of age, he had been nearly six years in the Colony and was a very popular member of the Parsee community and enjoyed the respect and esteem of all with whom he came in contact. The funeral takes place in the Parsee cemetery at Happy Valley this evening at 4 p.m.

The many friends of the late Mr. W. P. Hale, second clerk, Colonial Secretary's Office, Singapore, says the *Straits Times*, will learn with surprise and regret of his death, at the age of 57. Shortly before his death, he was well enough to write a letter. It is understood that he died of cerebral hemorrhage. He leaves a widow and three sons, the eldest of whom is in England studying law. Mr. Hale had been about 40 years in Government service and was shortly due to retire on a well-earned pension. His second son is a stenographer in a legal firm, while the youngest is on the staff of the Raffles School.

PROMOTION FOR MR. CLEMENTI.

COLONIAL SECRETARY IN BRITISH GUIANA.

We learn that Mr. C. Clementi, who has been in the Hongkong Colonial Service since 1890 and at present occupies the post of Assistant Colonial Secretary and Clerk of Councils, has been appointed Colonial Secretary in British Guiana, and leaves Hongkong on the 27th inst. to take up the appointment.

The salary attaching to the post of Government Secretary in British Guiana is £1,350 to £1,500 per annum.

Mr. Clementi is assured of the congratulations of the Colony upon a promotion which is well deserved, though there will be very sincere regret that an official of his peculiar gifts and exceptional local knowledge should be lost to the Government service in Hongkong.

Mr. Clementi, who was born in 1875, was educated at St. Paul's School and at Magdalene College, Oxford. His University record is given in the reference books as follows:—"B.A., 1898; M.A., 1901; hon. mention Hertford School, 1899; 1st class mods, 1896; hon. mention Ireland and Craven scholarship, 1896; Boden Sanskrit scholar, 1897; 2nd class lit. hum., 1898; prox. acc. Chancellor's Latin essay, 1899." Mr. Clementi came to the Colony as a cadet in December, 1899. In the first half of the following year he studied Chinese at Canton, and passed his final examination in Cantonese in December of the same year. For a short time afterwards he was Acting Assistant Colonial Secretary and Clerk of Councils, and then Assistant Registrar-General. In 1905, Mr. Clementi was appointed Acting Assistant Land Officer in the New Territories, and as Police Magistrate in addition. In 1906 he passed his final examination in Pekingese, and in the following year went back to the Colonial Secretary's Office as Assistant Colonial Secretary and Clerk of Councils, the post he holds at the present moment. But in the meantime he was seconded from January to March, 1908, to attend the International Opium Conference at Shanghai, and a year later he was Private Secretary to the Officer Administering the Government, in addition to his other duties. From February, 1911, to July, 1912, Mr. Clementi was Acting Colonial Secretary and Member of the Executive and Legislative Councils.

While Mr. Clementi was stationed in the New Territory he rendered valuable assistance in the very important work of allocating and registering all privately-owned land. He was, with Messrs. Messer and Wood, a member of the Land Court which worked in different parts of the New Territories finally determining all land claims, and making up the Crown lease schedules and rent rolls. From May, 1905, to September, 1906, Mr. Clementi was engaged in issuing to each land owner in the Northern district a *chap-thin* or certified extract of his holdings, and, incidentally, he was enabled to make many necessary corrections and additions to the original schedules attached to the Crown leases.

Mr. Clementi is a member of the Royal Astronomical Society and of the Royal Geographical Society. By the latter Society he was awarded, last year, the Outthert Peak Grant in recognition of valuable services rendered to the science of geography on the occasion of a journey, he made in 1907-8 from Kashgar to Kowloon, a distance of approximately 3,901 miles, accomplished with no European companion nor native surveyor. He covered the distance in 198 stages. Mr. Clementi published a summary of his geographical observations occupying 112 foolscap folio pages of print, and in an explanatory note he states that it was his practice to take observations for latitude and for time every evening at sunset. If, however, the sky was overcast at that hour, the native servants he happened to have with him set up by turns throughout the night with orders to call him directly any stars were visible. He calculated the latitude of 141 places, the longitude of 139 places and the height above sea level of 185 places. So far as he was aware only eleven of these localities had previously been determined in latitude, seven in longitude and eight in height above sea level, so that his record of the journey constitutes a valuable contribution to geographical knowledge.

Besides this record we believe Mr. Clementi's only other publication is an "Article on the Poppy from the *Compendium of Literature and Illustrations, Ancient and Modern*," the original text being translated and supplemented by an introduction and notes "in order that such persons as take an interest in the opium question may be able to refer to the *locus classicus* in Chinese literature on the subject." The article establishes on the fact that the poppy has been grown in China from the period of the Tang dynasty (618-906 A.D.), the poppy fields being described even at that remote period as a feature of the landscape of Szechuan.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

PEACE IN THE BALKANS.

BUKHAREST CONFERENCE CLOSES.

SETTLEMENT EULOGISED BY THE ALLIES.

LONDON, August 13th.

The Conference at Bukharest closed amidst banquets and gatherings at which highly-pacific speeches were made by the Greeks, Servians, and Roumanian Delegates, all eulogising the equity and reasonableness of the settlement.

The Bulgarian delegate, M. Tintcheff, confined himself to saying that he foresaw a future rapprochement between Roumania and Bulgaria.

King Ferdinand's Army order (a summary of which was given in yesterday's issue) is regarded as expressing the actual sentiments of the country. It is further remarked that while referring explicitly to the treachery of others he says nothing uncomplimentary about Roumania.

MORE CONGRATULATIONS.

King Carol of Roumania has telegraphed to the Kings of Greece, Servia, and Montenegro congratulating them on the signing of peace, to which their Majesties replied returning thanks in appropriate terms.

King Carol also telegraphed to King Ferdinand of Bulgaria acknowledging the conciliatory manner in which Bulgaria had acted, and hoping that the peace would bring prosperity to Bulgaria.

King Ferdinand replied admitting that the end of the sanguinary struggle was due to Roumania's efforts, and hoping that the relations between Roumania and Bulgaria would become more intimate.

LONDON CONFERENCE AGREES TO COMPROMISE.

The Conference of London has agreed to a compromise regarding the Southern Albanian frontier between the claims of Greece and the demands of Italy and Austria. The district of Koritza, which is strongly claimed by Greece, will be assigned to Albania.

The Conference has also agreed concerning the Aegean Islands.

GREEK DREAD OF BULGARIAN RULE.

The exodus of Greeks from the country devolving upon Bulgaria is becoming formidable. The Greek Government has been obliged to organise special measures for relief, and it hopes to be able to settle the bulk of the refugees in the Plain of Demirhisar. Thus the Bulgarians will succeed to a devastated desert.

ALBANIAN AND SERVIAN FIGHTING.

There are reports that sanguinary fighting has taken place between the Albanians, commanded by Issakbektatz, and the Servians who crossed the frontier in the Kroja district, and also that the Hoti and Gruda tribes are preparing to fight the Montenegrins, resenting their incorporation into Montenegro.

THE POSITION REVIEWED BY SIR EDWARD GREY.

In the House of Commons, Sir Edward Grey, Secretary of State for Foreign Affairs, delivered a speech in which he reviewed the Balkan position. He announced that the Ambassadors' Conference had adjourned to reassemble whenever necessary. The fact of the adjournment did not afford ground for any ill-omened inference regarding the relations of the Powers. He emphasised the fact that the Conference had reached an agreement with regard to Albania and the Aegean Islands, which was the object of their meetings. An international Commission of Control would be established to create an autonomous Albanian State under a Prince to be selected by the Powers. Sir Edward pointed out that Great Britain was particularly interested in the Aegean Islands from a naval standpoint. Our position was that none of the islands should be retained by any great Power, and he did not doubt that Italy would give up her occupation

[THROUGH REUTER'S AGENCY.]

CAMEL CORPS ATTACKED BY DERVISHES.

A GALLANT DEFENCE.

LONDON, August 13th.

The Somaliland Camel Corps, mentioned in yesterday's telegrams, was making a reconnaissance between Berbera and Odein when it was attacked by one or two thousand Dervishes. The Commandant of the Corps and about 50 men were killed. The Corps is retreating towards Sheikh, whither the Indian contingent from Berbera is proceeding.

The Hon. Mr. Archer, the Officer Administering the Government in Somaliland, in an official despatch from Burao on the 9th inst., states:—

"The Camel Corps were making a reconnaissance between Berbera and Odein when it was attacked by a thousand Dervishes, who are believed to be advancing on Burao. Two men of the Company have arrived and reported that Corfield is dead and Dunn wounded. Sixty men of the Company are reported dead. The retreat of the Corps was cut off and they therefore erected a zareba, but the Maxim gun became jammed. The losses of both the Dervishes and friendlies were exceedingly heavy. I am proceeding with an Indian escort of 20 men and such friendlies as I can collect to attempt their succour. I have ordered the Indian contingent to proceed to our assistance. In case we are able to retreat on Sheikh, I have requested the Resident at Aden to send 300 troops from the garrison at Berbera."

Continuing his despatch from Burao on Sunday last, Mr. Archer says:—"I joined the Camel Corps at two o'clock in the morning, 18 miles to the south-east, and safely returned to Burao. The Dervishes, owing to a shortage in ammunition, did not follow. Summers, the Commandant of the Indian contingent, who accompanied the reconnaissance, will advise me on the military aspect of the situation. He was severely wounded twice, but not dangerously. Corfield was killed at the beginning of the action, but Dunn was not wounded. The Company's casualties are not accurately known, but are probably about 50. The Dervishes numbered between 1,000 and 2,000, and were armed with rifles, and cleared the district of stock. The tribesmen are moving north. Probably a Relief Fund will be necessary for the destitutes. I consider an attack on Burao possible, and shall evacuate to-night. The Indian contingent occupies Sheikh, where a temporary hospital will be established."

LATER.

In the House of Commons Mr. Harcourt read Mr. Archer's despatches, and said that the India Office had authorised Aden to send 300 troops to Berbera, and the Admiralty had ordered a gunboat stationed at Muscat to proceed to Berbera. Mr. Harcourt concluded, "I am sure the House will wish to recognise the great gallantry of all concerned, and especially of Mr. Archer, who, with only twenty men, went to succour those in distress." (Cheers.)

In reply to Mr. Dillon, Mr. Harcourt stated that he had no information as to why the Camel Corps was so far from the coast.

"AGGRAVATED FOLLY."

The *Times* says that the first question the Government will have to answer is why such a dangerously small force, inviting disaster, has been sent to Odein. "We unreservedly supported the policy of evacuation in 1910," says the journal, "but the astonishing disclosure that has now been made that the very course Col. Seely vividly condemned has been followed with very accompaniment of aggravated folly. Mr. Harcourt's approval last January of the exploit of the Camel Corps near Hargeisa shows that the policy of coastal concentration was then officially abandoned. Mr. Harcourt may have persuaded himself that he was merely undertaking punitive police operations, when he was in fact sending 150 men to measure their strength against the Mullah after Great Britain had spent £3,000,000 in despatching an Army of 7,000 on the same errand without achieving a permanent result."

[THROUGH REUTER'S AGENCY.]

THE ITALIAN INDUSTRIAL TROUBLE.

GOVERNMENT'S PROMPT ACTION TERMINATES THE STRIKE.

MILAN, August 13th.

The strike is practically ended. The men still out are confined to the metal industry. The public services have resumed their normal aspect.

ORANGE AND GREEN.

DISTURBANCES AT DERRY.

LONDON, August 13th.

Disturbances occurred at Derry through Nationalists attacking an Orange procession which was celebrating the relief of that city.

The Orangemen retaliated by firing revolvers.

The police charged the crowd with batons, and great excitement prevailed.

The Mayor of Derry, Sir William MacLear, while rescuing a stranger from the Nationalists, was struck on the back of the head with a stone and seriously injured.

The Londonderry police made charges and cleared the streets at midnight. One constable was seriously shot.

THE CHANCELLOR TO ADDRESS NATIONALISTS.

LONDON, August 13th.

Mr. Lloyd George will address a gathering of Nationalists at Dublin in November, in the week after Mr. Bonar Law speaks for the Unionists at Dublin.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE INCREASED COST OF LIVING IN GREAT BRITAIN.

LONDON, August 13th.

A Blue-book, based on the recent Board of Trade enquiry, estimates the increase in the cost of living in Great Britain during the past seven years at 10 per cent., chiefly in food and clothing. Rents have undergone practically no change. The rise in workers' wages has been only one to five per cent. London is the dearest place in which to live and the Midlands the cheapest.

REVENUE BILL WITHDRAWN.

LONDON, August 13th.

Mr. Lloyd George on Tuesday evening withdrew the Revenue Bill, introduced for the purpose of remedying the complaints of small property owners and builders against the 1910 Budget, owing to the impossibility of coming to terms with the Unionists and the extreme Radicals. It will be again introduced during the next session in a different form.

JAPAN AND EX-PRESIDENT DIAZ.

WASHINGTON, August 13th.

A favourable impression has been caused here by Japan's intimation that it will receive ex-President Diaz of Mexico only as a private individual.

Advices from Vancouver, where Diaz is awaiting a steamer, state that he is going to Japan regardless of that country's attitude towards his mission.

ATTEMPTED REVOLUTION IN VENEZUELA FAILS.

WASHINGTON, August 13th.

The attempt by ex-President Cuzco to create another Revolution in Venezuela has failed, and the leaders in the Eastern part of the country are prisoners.

THE GOVERNOR OF NEW YORK.

LEGISLATURE ADOPT RESOLUTION FOR IMPEACHMENT.

NEW YORK, August 13th.

The State Legislature of New York has adopted a motion in favour of the impeachment of Governor Sulzer, who is alleged to have speculated wholesale with Electoral funds.

MEDICAL CONGRESS CLOSED.

NEXT CONGRESS TO BE HELD AT MUNICH.

LONDON, August 13th.

The Medical Congress closed with an address by the Rt. Hon. John Burns, President of the Local Government Board, who dwelt on the relationship of medicine and public health, in which he emphasised the cosmopolitanism of medical knowledge and the importance of preventive medicine.

A number of suffragettes who were continually interrupting Mr. Burns were ejected.

The next Medical Congress will be held at Munich in 1917.

DEATH OF AN INDIAN PHILANTHROPIST.

BOMBAY, August 13th.

The death is announced of Sir Peerbhoy Adamjee, a well-known philanthropist, whose charities amounted to upwards of fifty lakhs of rupees.

ENGLISH CRICKET.

LONDON, August 13th.

Gloucestershire beat Hampshire at Cheltenham by 28 runs.

News has been received in Bombay of a fatal accident to Mr. Claude Haines, of the Eastern Telegraph Company, while on his way to England on the Natal line steamer *Umba*. Heavy weather was encountered on July 30 in the Arabian Sea and in a lurch of the vessel Haines was swept overboard. Attempts were made at rescue but without avail. Haines, who was thirty-three years of age, and had been in the company's service fifteen years, was very popular in Bombay, especially in sporting circles. He played rugby for the Gymkhana and was one of the mainstays of the team.

THE SITUATION AT CANTON.

YESTERDAY'S FIGHTING.

LOOTING IN THE CITY.

[FROM OUR SHAMEN CORRESPONDENT.]

CANTON, August 13th.

News came to Shamien this morning that the whole of Wai Oy Street had been looted and that the looting was still going on at 11 a.m. The Luk Kwan had got out of hand and started off in parties to whatever shops and houses they took a fancy to. I interviewed a shopkeeper who owned a tea shop there and he explained that shots were fired to frighten the inhabitants and merchants but that he does not know of any one being killed in his section of the street. He hid all the money he had and protested that he had none, but the soldiers made a systematic search and came across everything there was to find. Wai Oy Street is one of the two main streets in the old City and runs straight from the East to the West Gate, while many of the principal Yamen are entered from it. This merchant's shop is quite near the Yamen and he says it was the same troops (Second Division) who burned down the Viceroy's Yamen earlier in the night. All the gates of the city are shut and it is impossible to get inside. Even the Sui Kwan is deserted.

LUNG GETS NOTICE TO QUIT.

The First Division are reported this morning to have sent a notice to Lung Chai Kwong giving him 12 hours' notice to leave Canton. This is only another way of saying that they will join, or very likely have joined, the Second Division. This probably accounts for the figures given this morning of those in revolt against Lung.

FIGHTING ON THE BUND.

There was a skirmish this morning about 6.30 between some of Lung's soldiers and other troops near the Canton Hospital at Kufow on the New Bund. This, and other irregular firing had the effect of absolutely clearing the Bund of people and also clearing the river front of boats, so much so that all the sampans and junks could be covered by giving 20 as their number, while at an ordinary time the number is nearer 2,000.

BAD SHOOTING.

An eye witness of the shelling from the top of the Uniform Factory at Tung Shan informed me that the aim of the soldiers was anything but good, and that the timing of the fuse was bad. Many shells burst in the air, and from a spectacular point of view provided a fine sight, but could not possibly do any serious damage. The most of this firing seemed to come from a point between Sha Ho and the North Gate, where a considerable number of men must have been posted.

A TRIP DOWN RIVER.

I made a trip down the front reach of the River this morning to ascertain if Lung's troops were in the vicinity, and where the gunboats were situated. Fourteen gunboats were drawn across the river at Dutch Folly, completely blocking the fairway, and only a small launch or motor-boat could pass. These boats were passed fairly close, and I observed they all had their guns trained on the city. Only two Customs launches, which were making for the Shamien, were passed, the shipping being noticeably absent. Here there was firing going on, apparently from the Admiralty, in a Northern direction. A company of soldiers were also to be seen here marching along the Bund with flags flying. On the river below Tai Sha Tso there were eight more gunboats moored, and at this spot, where hundreds of sampans and junks take shelter, there was not a boat to be seen, which seemed to suggest that there had been some fighting around. At the southern end of Kaiper Island, and at the First Barrier there were again a number of gunboats situated, but Lung's soldiers were not to be seen anywhere. Here and all the way back to Shamien by the Back Reach everything was quiet and peaceful, and in the small villages by the water side the people were going on with their daily work just as usual.

THE CAUSE OF THE TROUBLE.

It is said on all sides that the real cause of this trouble is the fact that Lung brought these piratical soldiers of Wong Wo Shan's brigade with him, and that had he come alone or with only a small company of his own as a body guard he would not have met with any resistance.

THE WHEREABOUTS OF LUNG'S TROOPS.

At present the main idea seems to be that Lung's troops have repaired again to Wongsha from which district they will take the offensive against the Luk Kwan, stationed at the North of the City, and be able to force an entrance. If fighting takes place here the Shamien is sure to

suffer, as even if the Chinese were good marksmen, which they have shown they are not, shells would be sure to drop in the foreign concessions.

RAILWAY FERRIES SUSPENDED.

The Railway ferries which ply between the lower steamer wharf and Shek Wai Tong and Wongsha have not been running to-day and our trip down river we met one of them laden with troops putting in at the Bund, near the big theatre on the East Bund. It looks as if they had been commandeered by one side or the other.

VALUABLES BEING RETURNED TO SHAMEN.

All the morning there has been a repetition of the procession of coolies bringing silk and other valuables on to the Shamien. In many cases goods have been looted while being conveyed there, and there are several stories of quantities of goods, together with the coolies, having mysteriously disappeared whilst on the way. Nevertheless the valuables continue to be brought in, and the Shamien must be pretty full up.

TELEGRAPH LINE DESTROYED.

There has been no means of communication with Hongkong to-day by wire and it is not known when communication will be restored. The line has been cut somewhere around Tung Shan, either maliciously or by the shells falling in this direction.

FIVE-STORIED PAGODA RIDDLED.

The Five-Storied Pagoda has been hit in several places and there are several holes through which light can be seen. It is a wonder that there is any of it left, and what does remain owes its existence to the bad marksmanship.

SURRENDER OF THE WOOSUNG FORTS.

The Woosung forts surrendered to the Government forces yesterday. The warships had been bombarding the forts intermittently for several days past, evidently with considerable effect and on Tuesday the loyal troops began an attack and the rebels hoisted the loyal flag and surrendered. A fort near by is still in possession of the rebels.

CHINESE POLITICAL REFUGEES IN JAPAN.

Wu Hsu Man, one of the many ex-Tientsin of Canton, is reported to have arrived at Kobe, whence he proceeds to Kobe, where Dr. Sun Yat-sen landed a few days ago.

EXCITING SCENE IN THE HARBOUR.

AN ELEPHANT IN THE WATER.

There was an exciting scene in the harbour last night. The German steamer *Tsingtau* brought up an elephant from Siam, which had to be transhipped into the *Lyomaru* for Japan, the elephant being intended for the Zoological Gardens at Kyoto. As the *Tsingtau* was lying in the stream and the *Lyomaru* was at the wharves, the elephant had to be transhipped on a lighter. After a great deal of difficulty the elephant was got out of the *Tsingtau*, but no sooner was it on the lighter than it majestically stepped over the side, plunging deeply into the water. The sudden immersion put the elephant in a great rage. It was able to swim, however, but as the coolies tried to get slings over its head, the animal lashed the water furiously with its proboscis, roaring the while, and creating great excitement among the boating population. The difficulty was to get it ashore, and this was finally accomplished by towing it to the police basin. The animal submitted to this quite calmly. For the purpose of the disembarkation of the elephant from the *Tsingtau* a rope had been tied to one of the animal's legs, and was still on him when he walked off the lighter into the water. Gaining the end of this rope, the coolies were able to take him in tow to the police basin, where about fifty coolies got hold of the rope and pulled the elephant to the slip. He walked up none the worse for his plunge and bath, and was made fast to the capstan there, a large crowd of Chinese having assembled to witness the landing. A Siamese attendant was rather badly hurt in the effort to rescue the elephant.

The prospectus has been issued of Borneo Stock Farms, Ltd., with a capital £50,000, in shares of £1 each, of which 30,000 shares are offered for subscription at par. The company is formed for the purpose of acquiring the option from Mr. John George Poole, as granted to him by the British North Borneo Company, to select up to six thousand acres of land in the Kuningau Valley, British North Borneo, for the purpose of raising stock, including cattle, horses, buffaloes, sheep, goats and pigs.

ENQUIRY INTO A HARBOUR COLLISION.

An enquiry was held before Mr. E. Jones (Assistant Harbour-master) at the Marine Court yesterday into the collision between the steam launch *Tai Ching* and a lighter in tow of the steam launch *Emerald*, which took place in the Harbour on the 1st inst.

Mr. W. E. L. Shenton (of Messrs. Deacon, Looker, Deacon & Harston) represented Messrs. Shewan, Tomes & Co., and Mr. R. C. Faithfull appeared for the owners of the *Tai Ching*.

Leung Shiu, master of the *Emerald*, stated that on the 1st August his launch was towing two lighters belonging to the Green Island Cement Company, and when about 200 feet south-west of Kowloon Ferry pier witness noticed a launch's red and white light at right angles to his course. When it was about 200 feet away from witness' launch witness gave a long blast of the whistle, and steamed ahead. The other launch came on and struck one of the two lighters, which were being towed along-side one another. After striking the lighter four blasts were given on two occasions by the *Tai Ching*. Witness then cast off the tow and proceeded to the *Tai Ching*, to save life. The launch, however, did not require assistance and steamed away. The *Emerald* took up the tow again and when near Holt's wharf the damaged lighter sank. There were 710 bags of cement on board. The lighters were being towed to the Cement Works at Hokan Bay. Witness carried two mast-head lights and red and green lights. Each of the lighters had a white light at the stern about 15 feet high. The mast-head lights were both situated above the awning—the lower one about 10 feet and the upper one about 13 feet from the deck.

A seaman on board the *Emerald* gave similar evidence and added that the speed of his launch would be, when towing, about three knots per hour. He was of opinion that the speed of the *Tai Ching* must have been about eight knots.

Capt. Arthur, of Messrs. Goddard & Douglas, deposed to examining the *Tai Ching*. The launch was badly damaged, principally in the bows, due to the collision, the upper part of the stem being completely carried away, while the bow planking was opened up. He thought it was an end-on blow. He also surveyed the lighters and he was of opinion that the *Tai Ching* struck the fender of the lighter first and crashed into the planking later about the bilge. The speed of the *Tai Ching* must have been considerable to do the damage she did.

Chan Ki, the coxswain of the *Tai Ching*, said the launch left Yamnati at about 9 p.m., for the Central Market. About five minutes after leaving his launch struck the lighter. Witness did not see them because they had no red or green lights. There was one white light at the stern of the launch. It was a very dark and overcast night, and witness could not see any stars or the moon. Witness first saw the white light when about 100 feet from the lighter. At the time the *Tai Ching* was steaming about nine knots. About 50 feet from the launch witness reversed his engines and put the helm hard to port, but it was too late. Witness sounded four blasts twice, but the *Emerald* did not stand by to see if assistance was required. Witness did not wait, because he had over 40 passengers on board, and the launch was shipping water. One passenger fell overboard, and witness rescued him. He steamed across the Harbour to the Praya wall near the Central Market, and about 17 minutes after arrival the *Tai Ching* began to settle in the water.

The seaman on the look-out on the *Tai Ching* also gave evidence. He said he was not at the end of the bows when keeping his look-out. He only saw one white light at the stern of the steam launch when about 50 feet away.

The witness was questioned at length by Mr. Jones as to the lights on the lighters and the *Emerald*, but he adhered to his statement that at no time did he see more than the one white light.

The Court found that the lights of the launch and lighters were as laid down in the rules, and that the master of the *Tai Ching* was solely to blame for the collision, for it was apparent from the relative positions of the launches that the lights of the *Emerald* must have been seen some minutes before the collision. The Court therefore suspended the ticket of Chan Ki for three months, and ordered that at the expiry of that period Chan Ki should appear before the Court for further examination.

THE SOTTO CASE.

The parties in this case were informed yesterday by the Magistrate's clerk that Mr. Hazelland will deliver his judgment in the motion for dismissal presented by Mr. Geo. K. Hall Brutton, solicitor for the defence, next Saturday, at 11 a.m.

SUPREME COURT.

Wednesday, August 13th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. J. H. KEMP (PUISNE JUDGE).

CLAIM UNDER AN INSURANCE POLICY.

The hearing of the case in which Ip Tauk Sam is suing the Po Wah Insurance Company to recover \$1,000 was continued yesterday. Plaintiff's claim is as assured under a policy of insurance dated 24th May, 1910, made by the defendants under their common seal against damage by fire during one year from the 24th May, 1910, to the 24th May, 1911, for \$700 on a dwelling house and \$300 on fixtures therein in consideration of a premium of \$25 paid by plaintiff.

Mr. W. B. Hind (of Mr. G. K. Hall Brutton's office) appeared for the plaintiff, and Mr. P. W. Goldring (of Messrs. Goldring & Russ) represented the defendant company.

Mr. Goldring informed the Court that owing to the troubles in Canton he could not get any of his witnesses down, and Lai Mui Ting, the last witness, was not present. He did not know whether Mr. Hind had finished with him or not.

Mr. Hind—I have not. I am in the same difficulty as my friend, and have had to cut my case short.

Mr. Goldring—I am going to ask later on for a commission to go to Tientsin to take evidence.

Mr. Hind—It is absolutely too late to ask for any commission.

Mr. Goldring—That is a matter for argument after I take out my summons. I have only two witnesses at present, the Canton agent and one of the secretaries of the defendant company. With your Lordship's permission I will call the agent first. The present state of affairs at Canton makes it very difficult to get anybody.

The Canton agent of the Po Wah Insurance Co., said he had known the plaintiff for ten years. The latter was a Chinese doctor, and had a firm styled the Shui Wo Tong. Witness often visited plaintiff at that firm, and on behalf of the defendant company accepted a risk on houses Nos. 7 and 9 for \$1,000. When witness last visited plaintiff there was a signboard between the houses.

What did that signboard say?

Mr. Hind—I don't know whether my friend can get that in evidence. It is verbal evidence of a written document. His Lordship allowed the question, and witness replied, "Ip Tauk Sam (fill the purse), Doctor."

Was there any other signboard over the premises?—Only one signboard is required by a doctor.

Continuing, witness said he knew plaintiff was the owner of the Shui Wo Tong, because plaintiff told him so. The cost of rebuilding house No. 9 after the fire was \$720. The contract price was cheap because the four walls were standing.

In cross-examination plaintiff said the Shui Wo Tong was a drug shop. Plaintiff told him he was the owner of the shop which he approached witness to insure houses 7 and 9. The policy was prepared in Hongkong from a draft sent by him, and when he received it he handed it to plaintiff.

According to the policy only house No. 7 was shown as being insured, and Mr. Hind asked—If No. 9 had been burned down, would you have paid for it under that policy?

Witness—Yes.

Mr. Hind—You are more generous than you are showing yourself to be in this case.

The further hearing was adjourned.

THE BANDMANN OPERA COMPANY.

At the Theatre Royal last night, a crowded house accorded a warm welcome to the Bandmann Opera Company on their return visit for a brief season of three nights. That screamingly-funny musical comedy, "The Pink Lady," was chosen for presentation, and the work of the Company in this piece was markedly successful. The many ludicrous situations in the comedy were brought out to the full and the audience were delighted.

There are many parts in the piece, but the dominating personality throughout was Miss May Glenn, who took the title rôle with the utmost success. Her acting and her songs were quite up to her usual standard and she was warmly applauded. The hit of the evening must, however, go to our old friend, the ever-popular and ever-genial Frith, for his topical song, which brought the house down. Everything he did or said evoked mirth, and his reception was most enthusiastic. Mr. Victor Gouret fulfilled the character of a Satyr splendidly, and the episodes with his wife—a part acted with much vivacity and ability by Miss Marjorie Cecil—were extremely funny. Mr. Fred Coyne, as Lucian de Verrier, Mr. Leonard as Lucian de Verrier, Mr. Edward Cranby as Lucian's rival for the affections of Angela, and Miss Annie Romayne lent effective aid to the principals.

To-night the Company stage "The Dairymaids."

POETRY AND AFFLUENCE.

NO GOOD VERSE WITHOUT GOOD INCOMES.

Running counter to all decent tradition is the fact that the really "successful" poet of the later period of England's literary history is never a man or woman in a chronic state of financial embarrassment. The days when a genius of the stamp of Goldsmith lay abed till some Johnson brought him a guinea to help him to get up are gone by. Grub Street is unknown to those who are enabled to carve a way to fame by means of their verse. Indeed, it would seem that poverty and good poetry no longer go together, and if there be an occasional exception it only goes to prove the rule.

The late poet Laureate, for example, was never called upon to embarrass his Muse by driving her to earn half-guineas for him. His people were well-to-do—made manufacturers, and from them he inherited a sufficiency that enabled him at all times to work without anxiety, and to purchase the beautiful house which he has made famous through his prose, if not by his verse.

Nearly all the great poets who have died in recent years have left estates which showed that they lived in comfortable conditions, if not in affluence. Swinburne's property, which he left to his friend, Mr. W. Theodore Watkins, was valued for probate at £24,255. Lord Tennyson left £37,200 and William Morris over £55,000. Robert Browning's will was proved at £18,775, and it has been seen lately how much certain realisable fortunes of his estate were worth in open market. While Matthew Arnold could never be regarded as a poor man, he left behind him only £1,400, but Coventry Patmore's estate amounted to £3,777, and Lockier-Lampson's to no less than £30,410.

All records go to show that even if poetry does not make money, it is usually accompanied by that useful commodity.

INTIMATIONS

WATERY ECZEMA ON HEAD AND FOREHEAD

Head and Ears Were Right Raw. Red and Scabby Patches at First. Always Scratching and Rubbing. Cuticura Soap and Ointment Cured.

College Road, Framlingham, Suffolk, Eng.

"My boy's head and forehead, under his ears and on his shoulders, were affected with watery eczema. When he was about six weeks old he began to have it. The rash kept going out on his forehead to his ears. Then his head and ears were right raw. The eczema looked like red and scabby patches at first, when you touched them water oozed out of them in raw places. It did itch very much, he was always scratching and rubbing. I don't think it stopped him much from sleeping, more of day times. He was fretful at times. This eczema took all his hair off but it has grown thick again since his head has been well."

"I tried—first but they did no good. Then I saw in the paper about Cuticura Soap and Cuticura Ointment. I used the complete treatment, both Cuticura Soap and Cuticura Ointment every morning and they cured him. Cuticura Soap and Ointment gave my boy a beautiful skin." (Signed) Mrs. M. Woods, Jan. 11, 1912.

Cuticura Soap and Cuticura Ointment are sold throughout the world. A single set is often sufficient when all else fails. Samples of each with 32-p. book, free from nearest depot: F. Newbury & Sons, 27, Charterhouse St., London; E. Town & Co., Sydney; N. S. W.; Leamon, Ltd., Cape Town; Muller, Macdonald & Co., Calcutta and Bombay; Potter, D. & C. Corp., Boston, U. S. A. Tender-faced men should sample with Cuticura Soap Shaving Stick. Sample free.

[96-25]

HOWARD WATCHES.

THE AMERICAN WATCH

OF FINEST QUALITY AND HIGH PRECISION.

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD WATCH IS FIXED

AT THE FACTORY.

WRITE OR SEND FOR CATALOGUE

THE SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD.

[41]

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter TAZ SHANAGH.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 53. Telephone No. 12.
Telegraphic Address: "Pressa."
Codes: A.B.O. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that a SHARE CERTIFICATE with respect to (3) THREE Shares, Nos. 17482/17484, in the above-named Company standing in the name of ADELINO OSCAR GUTIERRES of HONGKONG, has been LOST. SHOULD the said SHARE CERTIFICATE not be produced on or before the 24th of August, 1913, it shall be declared NULL and VOID, and a new SHARE CERTIFICATE will be issued out in the name of ADELINO OSCAR GUTIERRES.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.

St. George's Building,
Hongkong, 13th August, 1913. [972]

VICTORIA RECREATION CLUB.

THIRD NIGHT FETE will be held in the Swimming Enclosure on SATURDAY, 16th inst., commencing 8 p.m. sharp. Excellent Programme, Special Feature 220 yards Scratch Race—trial for likely Interlop Representatives. Band in attendance.

Admission:—Non-Members, 5/-; Ladies and Children, Soldiers and Sailors in uniform, 50c.

FRANK LAMMERT,
Hon. Secretary.
Hongkong, 14th August, 1913. [973]

FROM EUROPE.

THE H.A.L. Steamship

"SCANDIA,"
Capt. Jacobsen, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or on the Kowloon Wharf and Godown Co., Ltd., at Hongkong and/or Kowloon where delivery may be obtained against Bills of Lading consigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rest.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 19th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Trelleborg" from Abus.
Ex s.s. "Germania" from Göteborg.
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 13th August, 1913. [970]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"

FROM LEITH, MIDDLESBRO',
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or on the Kowloon Wharf and Godown Co., Ltd., where and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Aug. will be subject to rest.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th Aug., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th Aug. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countermanded by GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 13th August, 1913. [971]

WANTED AT ONCE.

SHORTHAND-TYPIST. High Salary offered. Nobody but thoroughly competent persons need apply—
P. O. Box No. 387,
Hongkong, 11th August, 1913. [962]

SITUATION WANTED.

YOUNG MAN due to arrive Hongkong P. & O. S.S. 17th about 3th September, desires situation. General Office Experience. Steady, Accurate and Reliable. Good References.

Address—
Care of "Daily Press" Office,
Hongkong, 13th August, 1913. [968]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. R. Ruttonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock includes a Choice Selection of Turkish, Persian and other SILK CARPETS and WOOLLEN RUGS in Choice and Elegant Patterns.

Prices Specially Reduced for Summer.

Cheapest Store in the Colony.

An Early Visit Earnestly Solicited.

D. CHELLARAM,
Hongkong, 28th July, 1913. [907]

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 16th day of August, 1913, at Noon, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts to 30th June, 1913.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 4th August, to SATURDAY, the 16th August, 1913 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, 31st July, 1913. [925]

HONGKONG ICE COMPANY, LTD.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have This Day Declared an INTERIM DIVIDEND for the Half-Year ended 30th June, 1913, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after MONDAY, the 18th inst.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th inst. to the 16th inst., both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 8th August, 1913. [959]

THE HONGKONG AND CHINA GAS CO., LTD.

NOTICE.

ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and Resident Engineer.
Hongkong, 9th August, 1913. [958]

MASSAGE.

SKILFUL, Safety in the General or Electric.

Miss MORITA,
Care of NOMURA HOTEL,
15, 16 and 17, Connaught Road,
Opposite Blake Pier.
Hongkong, 8th May, 1913. [952]

FOR SALE.

A GOOD RETAIL BUSINESS in HONGKONG. Owner retiring. Easy terms of purchase. Apply in writing to—
GOLDING & RUSS,
Solicitors,
6, Des Voeux Road.
Hongkong, 29th July, 1913. [916]

FOR THE SUMMER MONTHS

SPECIALITIES

CORNEO OX TONGUES,
CORNEO BEEF,
CORNEO PORK.

PRESSED BEEF,
GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

THE DAIRY FARM CO., LTD.

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GRACA & CO.

PEDDER ST. (Hongkong Hotel Building).

Dealers in
POSTAGE STAMPS, PICTORIAL
POST CARDS, CIGARS, BOOKS,
TOYS, &c.
Just Received

FRESH SUPPLY OF
VEGETABLE SEEDS.

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ON SALE

AT THE

HONGKONG DAILY PRESS

OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route

from CANTON to WUCHOW.

Hongkong, 5th April, 1913.

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

COOL AS A SEA BREEZE

The NEW IDEA and the TRUE IDEA in Summer Underwear as exemplified by

LOOSE FITTING

B. V. D.

COAT CUT UNDERSHIRTS

AND

KNEE LENGTH DRAWERS.

\$2.50 AND \$5.00 PER SUIT.

TAILORING DEPARTMENT.

NEW GOODS

FOR THE PRESENT SEASON

EXCLUSIVE DESIGNS

FIT AND STYLE GUARANTEED

WHITE SERGE TROUSERS.

FROM \$9.50 PER PAIR.

BEST MATERIALS AND WORKMANSHIP.

[46]

YOST TYPEWRITER.

LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model for Lawyers and Accountants.

Special Monthly Terms if desired.

MACEWEN, FRICKEL & Co.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.
4, DES VOEUX ROAD, HONGKONG. SHAMSEEN, CANTON.
1st May, 1913. [362-1]

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A POLAR ADVENTURE.

A YEAR ON A MOVING GLACIER.

The first account of the experiences of Mr. Frank Wild and seven companions, all under 30 years of age, who formed the second base of Dr. Mawson's Antarctic expedition, and with characteristic pluck elected to be landed on a moving Antarctic glacier rather than return to Australia, is now available. After a year had passed they were rescued with great difficulty, in circumstances already narrated, by Captain Davis, of the *Aurora*.

The chief result of their exploration was the discovery of a great tract of land, with 250 miles of coast line, probably extending to the Pole itself, which has been named Queen Mary's Land. Mr. Frank Wild was specially selected by Dr. Mawson to command the second party in view of his magnificent record and unique Antarctic experience, for he had not only served with Scott's expedition in 1902, but was also one of Shackleton's "Farthest South" party.

Captain Davis, who landed and also rescued the little band, has written: "Wild and his men were landed on one of the most hazardous positions in which anyone could be left. After putting the main party ashore Dr. Mawson instructed me to disembark Wild on a land which proved to be non-existent. For three weeks we searched for a landing-place, by which time coal supplies were running short, and it looked as if we should be unable to land the party at all and should be compelled to return with them to Hobart. One morning, however, we discovered an enormous glacier extending from the main coastline 120 miles to the north, and it was on this floating glacier that we landed. That Mr. Wild and his party were eventually landed. After five strenuous days occupied in getting stores, equipment, and hut on to the top of the glacier 30ft. above sea level, we said good-bye to this little party of eight men, who were facing very serious risks rather than return to Australia with their task unaccomplished. On February 22nd this handful of men scrambled over the side of the ship with their blankets on their backs, and had their way across the ice-flow to the head of the glacier which represented all that they had to depend upon for the next twelve months—a black heap of stores in a white waste of snow. They disappeared cheering as they went, and I watched them with feelings of anxiety and admiration as I steamed off on my return to Hobart."

SCRAMBLING ON THE GLACIER.

Speaking to Reuters' representative of his experiences, Mr. Wild said: "The party under my command were G. H. Dovers, surgeon; C. Harrison, artist and biologist; A. O. Hoadley, geologist; S. E. Jones, surgeon; A. L. Kennedy, meteorologist; M. H. Moyes, meteorologist; and A. D. Watson, geologist."

"We left Mawson at his base in Adelie Land, on January 19th of last year, with orders to form a second base on Sabrina Land or Knox Land. The former we soon ascertained did not exist, and impetuous pack prevented us from getting within sixty miles of Knox Land, with the result that, instead of 400 miles, we cruised for 1,300 miles, and still found no chance of landing. On February 11th we sighted a glacier, which had probably been mistaken by Wilkes for Termination Land, and on the 15th found a landing. This being Shackleton's birthday we named it Shackleton Glacier."

"It looked an impossible spot. It was clearly a moving glacier, and its terrible cliffs, 100ft. high, were badly broken and crevassed. I fully realised the possibility of its breaking away, but thought the risk worth taking. However, I asked all my people separately if they were willing to land, and, trusting to my judgment, they cheerfully consented. We had thought of landing on a fast flow, five or six years old, which we had seen some days previously but fortunately did not, or we should have all been lost."

Landing our hut, stores, etc., and hoisting them up this dangerous cliff was a long and difficult business, and our next care was to move them from the broken edge to a spot 400 yards distant, where we erected our hut. During these operations the whole party worked fourteen hours a day, and six days after the *Aurora* had departed we were able to leave our tents and occupy the hut. During this period the temperature varied 50deg. dropping as low as minus 15 Fahr. We covered 180 miles in dragging stores between the glacier edge and the hut. We made preparations for sledging, but were detained until the middle of March by blizzards and snow drifts 15ft. in depth."

HELD UP BY BLIZZARDS.

"In the meantime all the sea-ice blew away, leaving us with a perpendicular glacier edge up which it was impossible for penguins or seals to reach, and for five months we had to depend entirely on tinned foods. As soon as the weather permitted a party of six left the hut to lay out a depot on land, which we could see to the south, seventeen miles distant from our glacier. Kennedy and Watson were left at the base. Although, in a direct line, the land lay seventeen miles off, our first journey to it was thirty-three miles in length."

"After eight days' travelling we reached a spot thirty-five miles inland, at an altitude of 2,200ft. Crevasses abounded, and from March 21st for a period of nine days we were kept in camp by the same blizzard which proved fatal to Scott and his gallant companions. We soon found it impossible to go on and turned back for home. Carrying only 50lb. per man the going was so hard that we only covered a mile and a quarter in eight hours down hill, and sinking three feet in snow. When two miles from our hut another blizzard held us up. One tent collapsed, and its three occupants were unable to move or get food for thirty-six hours."

"The days were now becoming too short, and the weather too uncertain for extensive sledging work, and we made preparations for the winter in our glacier home. We dug a tunnel with caves to hold our stores, and this was entered by means of a trap-door on the top, raised above the snow. The winter was very bad, with constant gales, but we managed

to keep well and cheerful. We had a regular routine, meals at stated hours, work in morning and afternoon off, and we amused ourselves with hockey, football, and skiing in fine weather, and chess, draughts, and cards when unable to venture out. Every Sunday I conducted Divine service in the morning, and we did nothing except essential camp work."

VAST PENGUIN ROOKERY.

"In August we again made preparations for sledging, one party of three going eastward and another to the west. The latter surveyed all the coast line to the point reached by the German expedition of 1902. The western party did most of its travelling on land, at an altitude of two to three thousand feet. On one trip it did 510 miles at that altitude. This party discovered the largest emperor penguin rookery ever recorded. This was on an island sixty-five miles west of our glacier hut, and here were congregated some seven thousand young emperor birds, in addition to innumerable ordinary penguins. The eastern party surveyed as far as 101 E. longitude, and went inland for fifty miles, reaching an altitude of 4,500ft."

"Blizzards were very severe. One exceptionally bad one split a tent, and caused the others to collapse. We were thus without shelter in a hundred miles an hour wind. For five days we lay in a covered hole, 12ft. by 6ft. by 3ft. At intervals the snowdrifts crashed down from a 600ft. cliff 400 yards from us, while giant boulders of ice weighing twenty tons came to within a hundred yards of our hole, which three months later was engulfed."

HOISTING THE UNION JACK.

"On Christmas Day we formally took possession of Queen Mary's Land, and hoisted the Union Jack. I called my companions together to witness the act, as we took the land in the name of the Australian expedition for King George V. The land is a continuation of King Edward VII. Plateau, has a coast line of 350 miles, and ascends gradually probably to the Pole itself. We photographed the scene, left a canister and a record, and in honour of the occasion had a drink all round from the medical comforts, which fortunately had not been needed."

"The ice we met with on the expedition was by far the worst I have ever seen. On our glacier this was partly the result of collisions between more quickly moving masses and our own. These collisions had torn crevasses more than 300ft. wide and 400ft. deep, and the impact had thrown up ice 250ft. to 300ft. high. This evidently extended right out to sea. After covering ten miles we had to give it up. There were, too, magnificent ice escarpments twelve miles wide and from two to three thousand feet high. There was a constant upheaval, due to the varying speeds of the ice. At night time the constant groaning of the ice mass and continual reports like pistol shots had a weird effect."

"Asked for his worst experience, Mr. Wild said: "On the whole, we enjoyed good health, and there were no casualties. Falling down crevasses was more or less common, and we all got grazed and bruised, while on one occasion Watson was down a crevasse for twenty minutes before we hauled him out. There was, too, the ever-present possibility of finding our hut gone, but fortunately it did not do so."

"Our worst experience was in October, when the western party was laid up for seventeen days in a blizzard, the longest on record. Personally, I had never before experienced one of more than nine days. It is difficult to imagine what it meant for three men to be imprisoned in a tent 6ft. across, which got gradually smaller with the piled-up snow outside. There was no room to lie straight, nothing to read, and for seventeen days and nights we never under any pretext whatever, went outside. Sixteen hours out of the twenty-four we spent in sleep. At the end of the blizzard we were weak, but it is extraordinary how soon one picks up. I have known of cases where a man will gain 5lb. or 6lb. in weight after one meal."

RELIEF SHIP SIGHTED.

In conclusion, Mr. Wild said: "We expected the *Aurora* to relieve us on January 31st, but it was not until February 25th that she came. We were beginning to get a bit anxious at her non-arrival, and had, in fact, arranged for a second winter. At eleven o'clock on Sunday Jones and I were out on the floe, when we saw what we thought to be a glacier or reef for some time. Looking through my binoculars, I espied what was undoubtedly the crew's nest of the *Aurora*. I had only just concluded reading service, and the men were all enjoying their Sunday rest, when Jones ran back and told them to get their kit ready. Being Sunday, they could not at first realise what the order meant."

"The *Aurora* was a mile and a half off, but six hours later all our belongings had been embarked, and all of us left in a glacier or reef for some time. A very big glacier would have meant the ship being frozen in for the winter."

LATEST STEAMER MOVEMENTS.

The American & Oriental Line str. *Javira* arrived at Boston on the 12th August.

The A.L. str. *Bohemia* left Shanghai for this port on the 11th August, p.m., and will arrive here on the 15th August, at 6 a.m.

The T.K.K. str. *Nippon Maru*, which sailed from San Francisco on the 10th July, is expected to arrive at this port via Honolulu, Japan ports and Shanghai on the 15th August, between 2 and 4 p.m.

The C.P.R. str. *Empress of Japan* left Yokohama on the 13th August, at 3 p.m., and is due to arrive at Kobe on the 14th August, at 3 p.m.

The American mail ex the T.K.K. str. *Ceylon Maru* has been transferred to the C.P.R. str. *Empress of Japan*, which steamer is scheduled to arrive here on Thursday, the 21st August. This is on account of the str. *Tengo Maru* calling at Manila.



Do You Feel Fit in the Mornings?

In the morning when the white man awakes in countries near the equator, he often feels more tired than when he went to bed. The food he eats, the air he breathes, and the steady heat of the tropics provide a general stagnation of the system. The juices

of the body are charged with impurities which the organs of excretion—the skin, kidneys, etc.—cannot expel; his liver is sluggish, his blood over-heated. He is at the mercy of the malignant diseases surrounding him.

Krüschén Salts

A half-teaspoonful of Krüschén Salts, taken in a tumbler of hot water before the morning cup of tea is the unfailing remedy. They cleanse the body of impurities—gently, surely, and painlessly—while possessing wonderful tonic properties giving new life and vitality to the countless millions of cells of which the human body is composed. Fresh blood, bone, brain and nerve, all are made up of cells and every cell requires one or more of

the constituents of Krüschén Salts for its healthy life. That is why doctors at home and abroad recommend this famous remedy. Krüschén Salts correct any derangement of the organs and fortify the body against Dysentery, Enteric, Malaria, Picky Heat and Cholera's itch. As a remedy for constipation—the most dreaded of evils to the white man in the tropics, they are infallible.

Begin to-morrow morning with Krüschén Salts

and, in a day or so, you will feel as physically fit and mentally bright as you would on a spring day at home.

Krüschén Salts are obtainable from all good chemists and druggists in China.

Wholesale Distributing Agents:

China Commercial Co., 3, Duddell Street, Hong Kong.

Sole Proprietors:

E. GRIFFITH HUGHES (Krischen) Ltd., 62, Despatch Avenue, Manchester, England.

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VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Waldemar* left Sydney on the 25th July, and may be expected here on or about 19th August.

The E. & A. str. *St. Albans* left Sydney on the 4th August, for this port (via Queensland Ports, Port Darwin and Manila), and may be expected to arrive here on the 30th August.

The N.Y.K. str. *Komomo Maru* (Australian Line), left Sydney for this port via ports on 6th August, and is expected here on the 25th August.

THE GERMAN MAIL.

The I.G.M. str. *Lutzow*, carrying the German mails, with dates from Berlin of the 23rd July, left Colombo on the 9th August, p.m., and may be expected here on or about the 26th August, a.m.

MERCHANT STEAMERS.

The str. *Thouqua*, from Shanghai and Kobe, left Moji on the 10th August, a.m., and may be expected here on or about the 14th August, a.m.

The str. *Gregory Apear*, from Calcutta, left Singapore on the 10th August, p.m., and may be expected here on or about the 15th August, a.m.

The N.Y.K. str. *Tanaka Maru* (American Line) left Seattle for this port on the 15th July, and is expected here on the 17th August.

The Nanyo Yusen Kuni str. *Mokoto Maru*, from Japan, sailed from Moji for Hongkong via Keelung on the 10th August, and is due here on or about the 18th August.

The str. *Glendogon*, passed the Suez Canal on the 25th July for Hongkong via Straits.

The Barber Line str. *Shimosa*, from New York, sailed from Sanbag, for Hongkong on the 10th August, and is due here on or about the 19th August.

The Nanyo Yusen Kuni str. *Wajun Maru*, from Japan, sailed from Sourabaya for Hongkong direct on the 10th August, and is due here on or about the 21st August.

The N.Y.K. str. *Awa Maru* (American Line) left Seattle for this port via ports on the 23rd July, and is expected here on the 31st August.

The Swedish East Asiatic Co.'s str. *Yedda* left Copenhagen on the 23rd July, and is expected to arrive here on or about the 7th September.

The T.K.K. str. *Buyo Maru* left Manila for Honolulu on the 28th July, and is due in Hongkong on the 20th September.

The N.Y.K. str. *Hirano Maru* (European Line) left London for this port via ports on the 19th July, and is expected here on the 26th August.

The N.Y.K. str. *Tango Maru* (European Line) left London for this port via ports on 2nd August, and is expected here on 10th September.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Laungsang, from Amoy, is due in Hongkong 14th August.

SHIRE LINE, LIMITED.

Falls of Orchy, from Moji, is due in Hongkong 16th August.

Den of Crombie, from London, is due in Hongkong 20th August.

Norphyce, from Portland, is due in Hongkong 31st August.

WEATHER REPORT.

On the 13th at 11.53 a.m.—Pressure has decreased moderately at Vladivostok, owing to the approach of a depression from Westward. It has increased slightly along the south-east coast of China, over Formosa and in N. Luzon. A shallow depression is still central to the West of Hainan.

Moderate to light southerly winds are indicated over the China Sea.

Hongkong rainfall for 24 hours ending a 10 a.m. to-day, 0.89 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

• Hongkong & Neighbourhood

Formosa Channel ... The same as No. 1.

South coast of China between (The same as Hongkong and Lianocka) No. 1.

South coast of China between (The same as Hongkong and Hainan) No. 1.

• S.E. or variable winds, moderate to light; cloudy, some rain.

CHINA COAST METEOROLOGICAL REGISTER.

13TH AUGUST, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind.	Direction.	Force.	Weather.
Vladivostok	7 a.m.	29.48	69		SE		0	c
Yokohama	7 a.m.	29.53					0	c
Hakodate	"	29.60					0	c
Yokohama	"	29.55					0	c
Kobe	"	29.68					0	c
Nagasaki	"	29.72					0	c
Kagoshima	"	29.74					0	c
Osaka	"	29.75					0	c
Naha	"	29.77			SW		1	c
Shimonoseki	"	29.76			SW		3	c
Bonin Is.	"	"	"	"	"	"	"	"
Chetoo	"	"	"	"	"	"	"	"
Wailaiwei	"	29.59	78	91	W		2	ot
Hankow	"	"	"	"	"	"	"	"
Shanghai	"	"	"	"	"	"	"	"
Changhai	"	"	"	"	"	"	"	"
Shanghai	"	29.64	78	95	SW		1	b
Shanghai	"	29.70	80	"	S		3	by
Sharp Peak	7 a.m.	29.72	84	"	"		0	c
Amoy	6 a.m.	29.79	82	87	NE		2	or
Swatow	"	29.72	80	87	"		0	c
Taihou	5 a.m.	29.75	"	"	"		0	c
Yichu	"	29.76	"	"	"		0	c
Taiwan	"	29.76	"	"	"		0	c
Kiosun	"	29.77	"	"	"		0	c
Pescadore	"	29.73	"	"	SW		2	c
Yantai	6 a.m.	29.69	78	93	"		1	or
Hongkong	"	29.68	"	"	SE		1	or
Gap Rock	"	29.68	"	"	SE		2	c
Vaco	"	29.66	80	"	SW		2	c
Wachow	9 a.m.	"	"	"	"		"	"
Yichow	"	"	"	"	"		"	"
Pakhoi	"	"	"	"	"		"	"
Phulien	6 a.m.	29.61	77	"	"		3	lt
Tourage	"	29.65	82	"	NE		3	c
C. St. James	"	"	"	"	"		"	"
Apapri	"	29.77	74	"	SE		1	b
Manila	"	29.80	74	"	"		0	c
Legaspi	"	29.78	74	"	SW		1	or
Manila	9 a.m.	29.83	81	"	"		1	or
Cebu	"	29.85	83	"	"		0	c
Manila	"	29.86	83	"	"		0	c

T. F. CLAXTON, Director.

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the dryness of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b, blue sky; c, detached cloud; d, drizzling rain; f, fog; g, gloomy; h, hail; l, lightning; o, overcast; p, passing showers; q, squall; r, rain; s, snow; t, thunder; v, visibility; w, dew (wet); 7 RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 13th

	Previous Day
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VESSELS ON THE BERTH

FOR SHANGHAI.
THE P. & O. S. N. Co.'s Steamship
"ARCADIA"
Captain S. Barcham, will leave for Shanghai
TO-DAY, the 14th inst., at 8 A.M.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 14th August, 1913. [1]

THE "INDRA" LINE, LIMITED.

FOR BOSTON & NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship
"INDRAGHRI"
Captain Kewley, will be despatched as above
TO-DAY, 14th August.
This Steamer has superior accommodation
for a limited number of Saloon Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, 1st August, 1913. [92]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN,
EGYPT, MEDITERRANEAN,
HAWAIIAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BAFARIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICA PORTS.
THE Steamship

"DELTA,"
Captain E. P. Martin, R.N.R., carrying His
Majesty's Mails, will be despatched from
this port for BOMBAY on the
16th August, 1913, at Noon, taking
Passengers and Cargo for the above Ports, in
connection with the Co.'s s.s. "MONGOLIA,"
from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.
Silk and Valuables and Tea and Cargo for
France and London (under arrangement)
will be transhipped at Colombo into the
Mail Steamer proceeding direct to
London, and will be conveyed via Bombay
in the s.s. "ANANIA," due in London on
the 18th September, 1913.
Passes will be received at the Office
until 4 P.M. the day before sailing.
The contents and value of all packages are
required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 4th August, 1913. [1]

GLEN LINE (McGREGOR, GOW
& CO.), LTD.

THE Steamship
"GLENROY" (Capt. H. W. L. HOLMAN),
FOR GLASGOW AND ANTWERP.
The above Steamer will be despatched for the
ports named, on or about 20th August, 1913.
"GLENFARG" (Capt. W. L. HARTNELL),
FOR GLASGOW AND LEITH.
This Steamer will be despatched for the above
ports on or about 29th August, 1913.
The s.s. "GLENROY" has excellent accom-
modation for a few Saloon passengers, and the
s.s. "GLENFARG" can accommodate 21
passengers.
These Steamers are fitted with Electric Light
and Fans in every cabin, and carry qualified
Doctors and Stewards.
Passengers to London will be landed at Ply-
mouth, and transported by Rail (1st Class) free
of charge, from Plymouth to London, and
attention is particularly directed to the moderate
rate charged, viz.:—
SALOON PASSAGE, HONGKONG TO
LONDON, ANTWERP, GLASGOW
OR LEITH, £40.
For freight or passage, apply to—
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 9th August, 1913. [960]

HONGKONG-NEW YORK.

AMERICAN ASIATIC S.S. CO.
FOR NEW YORK VIA PORTS AND
SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)
S.S. "BLOEMFONTEIN"
On or about 22nd August.
For freight and further information
apply to— SHEWAN, TOMES & Co.
General Agents.
Hongkong, 6th August, 1913. [949]

INDO-CHINA S. NAV. CO., LD.
PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR
STEAMERS TO SAIL
"TIENHSIN" via Tsingtau & Chefoo "CHONGSHING" Friday, 15th Aug., Noon.
"SINGAPORE, PENANG & CALCUTTA" "YATSHING" Friday, 15th Aug., 2 P.M.
"MANILA" "LOONGSANG" Saturday, 16th Aug., 2 P.M.
"SHANGHAI" "CHONGSANG" Sunday, 17th Aug., D'light.
"SINGAPORE, PENANG & CALCUTTA" "YUENSANG" Friday, 23rd Aug., 2 P.M.
"MANILA" "ONSANG" Saturday, 24th Aug., 2 P.M.
"SINGAPORE & SOERABAYA" "ONSANG" Tuesday, 26th Aug., 2 P.M.

RETURN TOURS TO JAPAN.
The Steamers "KUTSANG," "NANGANG," and "BOONGANG" leave about every 3 weeks for
Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days.
This service is supplemented by the "LAIBANG," "YUENSANG," "LOVAT," "YATSHING" and
"SUNGANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning
direct to Hongkong. Time occupied 16 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout
with Electric Light.
Taking Cargo on through Bills of Lading to Y'atze, Chefoo, T'sin, Daluy, W'wei, T'ian & N'ohwang.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.
Hongkong, 14th August, 1913. [14]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Bowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4." Together with the number denoting the section.

DESTINATION	VESSEL'S NAME	PLACE OF ORIGIN	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	DELTA	Brit. str.	1	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	NAMUR	Brit. str.	1	A. Colyer	P. & O. S. N. Co.	About 20th inst.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	FALLS OF ORCHY	Brit. str.	1	Feldmann	JARDINE, MATHESON & Co., Ltd.	On 21st inst.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	BEMUDA	Ger. str.	1	Christiansen	HAMBURG-AMERICA LINE	On 18th inst.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	SILBIA	Ger. str.	1	Kruse	HAMBURG-AMERICA LINE	On 24th inst.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	SUBVIA	Ger. str.	1	Neumann	HAMBURG-AMERICA LINE	On 4th Sept.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	SHIGAVIA	Ger. str.	1	Grimm	HAMBURG-AMERICA LINE	On 7th Sept.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	SACONIA	Ger. str.	1	Eschmann	HAMBURG-AMERICA LINE	On 22nd inst.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	ITALIA	Ger. str.	1	Soyeda	MASSACHUSETTS MARITIME	On 26th inst., at 1 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	MITASAKI MARU	Jan. str.	1	K. Hori	NIPPON YUSEN KAISHA	On 27th inst., at D'light.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	CANADA MARU	Jan. str.	1	W. Davidson	OSAKA SHOSSEN KAISHA	On 23rd inst., at 1 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	UBS OF COMBIE	Brit. str.	1	H. W. L. Holman	JARDINE, MATHESON & Co., Ltd.	About 24th inst.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	TAMBA MARU	Jan. str.	1	R. Linklater	OSAKA SHOSSEN KAISHA	On 26th inst., at 4 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	TACOMA MARU	Jan. str.	1	T. Hamada	OSAKA SHOSSEN KAISHA	On 4th Sept., at 1 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	PRINCESS ALICE	Ger. str.	1	J. Bortfeldt	MELCHERS & Co.	On 20th inst., at 10 A.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	BOHEMIA	Ger. str.	1	H. W. L. Holman	SANDER, WILKES & Co.	To-morrow, at 4 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	VORWARTS	Ger. str.	1	Kelway	SANDER, WILKES & Co.	About 10th Sept.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	GLORIOY	Brit. str.	1	W. Davidson	JARDINE, MATHESON & Co., Ltd.	About 20th inst.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	INDRAGHRI	Brit. str.	1	W. Davidson	JARDINE, MATHESON & Co., Ltd.	To-day.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	EMPERESS OF JAPAN	Brit. str.	1	W. Davidson	JARDINE, MATHESON & Co., Ltd.	About 2nd Sept.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	DOCKMARK	Ger. str.	1	W. Davidson	OSAKA SHOSSEN KAISHA	On 27th inst., at Noon.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	MONTEAGLE	Brit. str.	1	W. Davidson	OSAKA SHOSSEN KAISHA	On 27th inst., at Noon.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	NILE	Am. str.	1	A. G. Stover	OSAKA SHOSSEN KAISHA	On 30th inst., at Noon.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	MONGOLIA	Am. str.	1	A. G. Stover	OSAKA SHOSSEN KAISHA	On 16th inst., at 1 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	NIPPON MARU	Brit. str.	1	E. Finlayson	OSAKA SHOSSEN KAISHA	On 28th inst., at Noon.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	EMPIRE	Brit. str.	1	M. Yagi	OSAKA SHOSSEN KAISHA	On 25th inst., at Noon.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	CHANGSHA	Jan. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 27th inst., at 4 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	NIKKO MARU	Jan. str.	1	Chidley	OSAKA SHOSSEN KAISHA	About 30th inst.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	TRIKATAP	Dut. str.	1	Chidley	OSAKA SHOSSEN KAISHA	To-day, at 11 A.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	FULFALA	Jan. str.	1	Chidley	OSAKA SHOSSEN KAISHA	About 19th inst.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	AUSTRIA	Am. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 26th inst., at 11 A.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	ITO MARU	Jan. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 22nd inst., at Noon.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	PRINZ WALDEMAR	Ger. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 17th inst., at D'light.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	KUMANO MARU	Jan. str.	1	Chidley	OSAKA SHOSSEN KAISHA	To-day, at 8 A.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	SAIGON MARU	Jan. str.	1	Chidley	OSAKA SHOSSEN KAISHA	To-day, at 4 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	CHONGSHING	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	To-morrow.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	KUICHOW	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 16th inst., at M'night.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	ASCADIA	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 17th inst., at D'light.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	LUCROW	Jan. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 17th inst.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	BOMBAY MARU	Jan. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 18th inst.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	LINAN	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 20th inst.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	CHONGSANG	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	About 30th inst.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	SCANDIA	Ger. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 25th inst., at 4 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	CEYLON MARU	Jan. str.	1	Chidley	OSAKA SHOSSEN KAISHA	About 23rd inst.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	GREGORY APCAR	Ger. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 25th inst., at 7 A.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	LUZOV	Ger. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 31st inst., at 6 A.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	ANBU	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 7th Sept.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	NOBE	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 20th inst., at 10 A.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	MADEIRAN	Am. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 17th inst., at Noon.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	AFRICA	Swed. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 20th inst., at 11 A.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	YEDDO	Dut. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 22nd inst., at 4 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	CHANGSHA	Jan. str.	1	Chidley	OSAKA SHOSSEN KAISHA	To-morrow, at 4 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	SHOSHU MARU	Jan. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 16th inst., at Noon.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	SHOSHU MARU	Jan. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 17th inst., at Noon.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	HAICHONG	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 19th inst., at 11 A.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	HAICHONG	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 22nd inst., at 11 A.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	HAICHONG	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	To-morrow, at 4 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	HAICHONG	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 16th inst., at 2 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	HAICHONG	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 19th inst., at 4 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	HAICHONG	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 23rd inst., at 4 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	HAICHONG	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 18th inst.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	HAICHONG	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 4th Sept., at 4 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	HAICHONG	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	To-morrow, at 2 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	HAICHONG	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 19th inst.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	HAICHONG	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 22nd inst., at 2 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	HAICHONG	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 25th inst., at 2 P.M.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	HAICHONG	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	End of Aug.
LONDON, via SUEZ, PORT OF CALL, SINGAPORE, &c.	HAICHONG	Brit. str.	1	Chidley	OSAKA SHOSSEN KAISHA	On 16th inst., at 9 A.M.

CANADIAN PACIFIC
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.
INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER				To L'POOL				FROM L'POOL				FROM VANCOUVER			
Steamers	Hong-kong	S'hai	Naga-saki	Kobe	Yoko-hama	Vancouver	Quebec	Liver-pool	Leave	Arrive	Leave	Arrive	Leave	Arrive	Arrive
EMPERESS OF JAPAN	27 Aug.	30 Aug.	1 Sept.	3 Sept.	5 Sept.	17 Sept.	25 Sept.	2 Oct.	—	—	—	—	—	—	—
MONTEAGLE	30 Aug.	4 Sept.	6 Sept.	7 Sept.	10 Sept.	24 Sept.	2 Oct.	9 Oct.	18 July.	25 July.	EMPERESS OF JAPAN	30 July.	13 Aug.	14 Aug.	15 Aug.
EMPERESS OF RUSSIA	10 Sept.	12 Sept.	14 Sept.	16 Sept.	18 Sept.	27 Sept.	2 Oct.	9 Oct.	1 Aug.	8 Aug.	EMPERESS OF RUSSIA	13 Aug.	24 Aug.	25 Aug.	27 Aug.
EMPERESS OF INDIA	24 Sept.	27 Sept.	29 Sept.	1 Oct.	3 Oct.	15 Oct.	23 Oct.	30 Oct.	15 Aug.	22 Aug.	EMPERESS OF INDIA	27 Aug.	10 Sept.	11 Sept.	13 Sept.
EMPERESS OF ASIA	8 Oct.	10 Oct.	12 Oct.	14 Oct.	16 Oct.	25 Oct.	30 Oct.	6 Nov.	29 Aug.	5 Sept.	EMPERESS OF ASIA	10 Sept.	21 Sept.	22 Sept.	24 Sept.
EMPERESS OF JAPAN	22 Oct.	25 Oct.	27 Oct.	29 Oct.	31 Oct.	12 Nov.	20 Nov.	27 Nov.	12 Sept.	19 Sept.	EMPERESS OF JAPAN	24 Sept.	8 Oct.	9 Oct.	11 Oct.

PASSAGE RATES—HONGKONG TO LONDON.				Via QUEBEC, Via NEW YORK.			
Steamers	Meals and Sleeping	Car Berth across	Canada &c additional.	£71.10	£71.10	£65	£45
EMPERESS OF RUSSIA							
EMPERESS OF ASIA							
EMPERESS OF INDIA							
EMPERESS OF JAPAN							
MONTEAGLE							

SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants, Missionaries, etc. Particulars on application.
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.
Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"
registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.
SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND."
THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.
Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.
For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—
D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.
[743]

SHIPPING

ARRIVALS.
ARCADIA, British str., 15th, S. Barcham, 13th August—Bombay 30th July, Gen. Agent—P. & O. S. N. Co.
BENLOMOND, British str., 3,123, Alex. Webster, 13th August—Singapore 7th August, General—Gibb, Livingston & Co.
BARON ANDROSSAN, British str., 2,775, E. M. Reid, 13th August—Kobe 7th August, General—Gibb & Co.
CARL DIEDERICHSEN, German str., 799, Pahren, 13th August—Hohow 12th August, General—Jensen & Co.
HAICHONG, British str., 1,237, W. C. Passmore, 13th August—Swatow 12th August, General—Douglas, Lapraik & Co.
OCEAN MONARCH, British str., 2,939, G. McCann, 13th August—New York 6th June, Case Oil—Order.
SCANDIA, German str., 4,506, F. Jochems, 12th August—Singapore 7th August, General—Hamburg-America Line.
SHOSHU MARU, Japanese str., 1,364, T. Fuchijima, 13th August—Swatow 12th August, General—Osaka Shosen Kaisha.
YINGCHOW, British str., 1,400, 13th August—Shanghai 10th August, Mail and General—Butterfield & Swire.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
August 13th.
BENLOMOND, British str., for Yokohama.
IYO MARU, Japanese str., for Yokohama.
KIKUJANG, British str., for Shanghai.
KJELD, Norwegian str., for Saigon.
LYBMOON, German str., for Saigon.
OCEAN MONARCH, British str., for Talu.
PETICHAM, German str., for Hongkong.
SCANDIA, British str., for Yokohama.

DEPARTURES

August 13th.
CHOYSANG, British str., for Canton.
EXPRESS OF ASIA, British str., for S'hai.
HAICHONG, British str., for Swatow.
HONGKONG, British str., for Saigon.
HITACHI MARU, Jap. str., for London.
HOPANG, British str., for Saigon.
JOHANNES, German str., for Saigon.
KALIO MARU, Japanese str., for Swatow.
KINJO MARU, Japanese str., for Tournon.
MAUSANG, British str., for Sandakan.
MISUMI MARU, Jap. str., for Kwang Yen.
ROBERT DOLLAR, Br. str., for San Francisco.
WEN, British str., for Port Couber.

SHIPPING REPORT.

The British str. *Hutchings* reports: Had moderate S.E.W. wind and cloudy rainy weather.

PASSENGERS.

ARRIVED.
Per *Scandia*, from Singapore, Mrs. Kohl and Dr. Rayage.
Per *Hutchings*, from Swatow, Mr. Shriver, Mr. and Mrs. Nissen and 2 children.
Per *Arcadia*, for Hongkong, from Marseilles, Mr. A. M. Frederick, Mr. J. M. Wright, from Bombay, Lieut. W. Leslie; from Singapore, Mr. G. E. Pell, Mr. H. O. Bolton, Mr. B. Osterhoff, Mr. C. A. Higgs, Mr. W. H. Bragg, Mr. and Mrs. M. B. Stonor and servant, Mr. W. A. Lowley and Mr. W. Hulton.
DEPARTED.
Per *Iyo Maru*, for Japan, etc., Mr. Power, Dr. and Mrs. K. Kimura, Mrs. J. Wilkie, Mr. and Mrs. Weston, Mr. Hirasama, Mr. E. B. Cornick, Eng. Lieut. Woodhouse, Mr. Tanaka, Mr. T. Igarashi, Mrs. Wentworth, Mr. and Mrs. A. H. Crook, Mr. E. Newhouse, Mr. H. West, Mr. P. A. W. Wilkie, Mr. G. P. de Martin, Mr. F. J. de Rome, Mr. Imatani, Mrs. H. K. Holmes, Mr. Toyahara, Mr. Tataka, Mr. Terada, Mr. Unotaro, Mr. Hara, Mr. Watanabe, Mr. Tatsuno, Mr. Condo, Mr. Kubota, Mr. Katsutani, Mrs. Sakai, Mrs. Shimidzu, Mrs. Komatsu and Mrs. Kobayashi.
Per *Empress of Asia*, for Shanghai, Mr. and Mrs. Ingersoll, Capt. Little, Mrs. Geo. Harlow and child, Mr. E. B. Schulze, Mr. C. Beutinger, Lieut. E. B. Garey, Mr. H. O. Gillen, Mrs. Schroter and 4 children; for Nagasaki, Major Palaeologus, Mr. J. Akamatsu, for Kobe, Mr. C. F. McWilliams, Mr.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SHANGHAI, KOBE and MOJI on 20th August.
S.S. "DILWARA," 5,328 tons, Captain G. N. Ramage, R.N.R., will be despatched to YOKOHAMA, KOBE and MOJI on 24th August.

WESTWARD.

S.S. "THONGWA," 6,298 tons, Captain O. M. Robins, will be despatched for SINGAPORE, PENANG and CALCUTTA on 19th August.
S.S. "TORILLA," 5,205 tons, Capt. C. J. Swanson, will be despatched as above on 24th August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 14th August, 1913. AGENTS. 180

"THE BIG 4" OF THE PACIFIC MAIL S.S. CO.

COMFORT.	SAFETY.	SPEED.
MONGOLIA 27,000 tons, twin screws.	From HONGKONG calling at SHANGHAI, NAGASAKI, KOREA (via Inland Sea), YOKOHAMA and HONO- LULU (the "Paradise of the Pacific) through Service via NEW YORK to Europe	
MANCHURIA 27,000 tons, twin screws.		
KOREA 18,000 tons, twin screws.		
SIBERIA 18,000 tons, twin screws.		
NILE ... 11,000 tons.		
CHINA ... 10,200 tons.		
PERSIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities for the INTERMEDIATE SERVICE First Class accommodations are provided for \$65 to London (return ticket \$109) and to San Francisco \$36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting
MONGOLIA	27,000	SATURDAY, 16th Aug., at 9.45 A.M.
MANCHURIA	27,000	SATURDAY, 23rd Aug., at 1 P.M.
KOREA	18,000	SATURDAY, 13th Sept., at Noon.
SIBERIA	18,000	SATURDAY, 10th Sept., at 1 P.M.
CHINA	10,200	SATURDAY, 4th Oct., at 1 P.M.
MANCHURIA	27,000	TUESDAY, 14th Oct., at Noon.
NILE	11,000	TUESDAY, 21st Oct., at 1 P.M.
PERSIA	9,000	TUESDAY, 28th Oct., at 3 P.M.

Passengers holding through Tickets have the privilege of travelling by Train between KOREA and YOKOHAMA Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
16th Aug. NILE	18th Aug.	14th Aug. MONGOLIA	16th Aug.
13th Sept. PERSIA	15th Sept.	2nd Sept. KOREA	4th Sept.
14th Oct. CHINA	16th Oct.	10th Sept. SIBERIA	12th Sept.
28th Oct. NILE	30th Oct.	24th Sept. CHINA	26th Sept.
25th Nov. PERSIA	27th Nov.	2nd Oct. MONGOLIA	4th Oct.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).
O. H. RITTER, Acting Agent,
Panama Pacific International Exposition—San Francisco—1915

MESSAGERIES MARITIMES. FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR STEAMER TO SAIL.

SHANGHAI, KOBE AND YOKOHAMA	On 25th Aug., at 7 A.M.
MARSEILLES VIA PORTS	On 26th Aug., at 1 P.M.

TRANSHIPMENT on the Co's Steamers at CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10, 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.
For further particulars apply to

S. C. DE BUS-SIERRE, ACTING AGENT,
QUEEN'S BUILDING

THE BANK LINE, LIMITED. (ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM HONGKONG TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG.	From COLOMBO.
30th August.	12th Sept.

Connecting with "TYMERIC"

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
THURSDAY, 14 AUGUST, 1913.

8 a.m. HEUNGSHAN.	8 a.m. KINSHAN.
9 p.m. HONAM.	9 p.m. KINSHAN.
10 p.m. FATSHAN.	5 p.m. HEUNGSHAN.

FRIDAY, 15 AUGUST, 1913.

8 a.m. KINSHAN.	8 a.m. HONAM.
9 p.m. HEUNGSHAN.	2 p.m. FATSHAN.
10 p.m. HONAM.	5 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers, Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI AN, Tons 1,651. S.S. SUI AN, Tons 1,651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 17 AUGUST, 1913.

The Company's Steamship "SUI AN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamship from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG" 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's Direct Steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. 51

SAN FRANCISCO SCENIC ROUTE TRANS-PACIFIC.

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER & RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.

S.S. SHIYO MARU ... 22,000 tons.

S.S. CHINYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (Intermediate)

S.S. HONGKONG MARU ... 11,000 tons. (Intermediate)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily Bathing, Cricket, Baseball, Dances and Free Newspaper containing World's happenings by Wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.
Through Standard Sleepers.
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Dining Cars—Observation Cars.
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New Landscapes, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierra—Feather River Canyon—and the Royal George of Colorado.
Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 628.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

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MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th August, at 4 p.m. Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins. Doctor Stewardsess, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
SCARPA (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 10th Sept.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardsess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Boulogne, Class I £28.15, II £26.15, BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Bale, Leon, Calais or Boulogne, Class I £28.15, II £26.15, BY SEMLINGER EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21.15, II £19.9, BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £27.10, II £25.15

TO SHANGHAI.

S.S. "AFRICA," 8,240 tons, will leave as above on 31st August, at 6 a.m.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

to KOBE via SHANGHAI, YOKOHAMA.

S.S. "AUSTRALIA," 14,000 tons, will leave as above about 30th August.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea and Danube, also North & South America.

SANDELL, WILDER & Co., Agents,
Hongkong, 11th August, 1913. Prince's Building. 152

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION.	STEAMER	Tons	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE and MOJI	"YEDDO"	7,200	On 7th Sept.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MIYAZAKI MARU Capt. Soyeda,	16,000	{ WED. DAY, 27th Aug., at Daylight.
	KITANO MARU Capt. F. E. Cope,	16,000	{ WED. DAY, 10th Sept., at D'light.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	TAMBA MARU Capt. Teranaka,	12,500	{ TUESDAY, 26th Aug., at 4 P.M.
	AWA MARU Capt. R. Shimizu,	12,500	{ TUESDAY, 9th Sept., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi,	9,600	{ WED. DAY, 27th Aug., at Noon.
	KUMANO MARU Capt. M. Winkler,	9,600	{ WED. DAY, 24th Sept., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	KIRIN MARU Capt. M. Deguchi,	6,000	{ SATURDAY, 23rd Aug.
BOMBAY via SINGAPORE, and COLOMBO	JINSEN MARU Capt. Richards,	6,000	{ MONDAY, 18th Aug.
KOBE and YOKOHAMA	IYO MARU Capt. Hirase,	12,500	{ THURSDAY, 14th Aug., at 11 A.M.
SHANGHAI, KOBE and YOKOHAMA	CEYLON MARU Capt. Nagauchi,	12,000	{ MONDAY, 18th Aug.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler,	9,600	{ TUESDAY, 26th Aug., at 11 A.M.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Tozawa,	6,000	{ FRIDAY, 15th Aug.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

[11-12-13]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20
ARCADIA	August 30	MACEDONIA	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOOLTAN	Oct. 25	Oct. 31
CHINA	October 11	Through Steamer	Nov. 8	Nov. 14
DELTA	October 25	MARMORA	Nov. 23	Nov. 29
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On and after the present date the Fares to London and Marseilles will be as follows:—

	1st Saloon	2nd Saloon	Accommodation	Single	Return
LONDON	£65	£39	£24	£297	£269
MARSEILLES	£61	£35	£24	£291	£265

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
NAMUR	August 20	Sept. 25	Oct. 5
NANKIN	September 3	October 9	Oct. 18
NYANZA	September 17	October 24	Nov. 2
NORE	October 1	November 5	Nov. 16
NILE	October 15	November 19	Nov. 29
SYRIA	October 29	December 2	Dec. 11
SUMATRA	November 12	December 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES. FARES TO LONDON:
1st Saloon £59 Single, £75 Return.
2nd Saloon £33 Single, £49 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	8 A.M.	Freight and Passage.
LONDON via Suez Ports	DELTA	Noon	See Special of Call
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	NAMUR	About 20th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NOKO, and YOKOHAMA	Capit. D. Ashby	About 23rd Aug.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 14th August, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	LUCHOW	On 14th Aug. 4 P.M.	
HONGKONG	SUNGLANG	On 16th Aug. 9 A.M.	
SHANGHAI	LUCHOW	On 16th Aug. 4 P.M.	
SHANGHAI	LUCHOW	On 17th Aug. 4 P.M.	
SHANGHAI	LUCHOW	On 19th Aug. 4 P.M.	
SHANGHAI	LUCHOW	On 21st Aug. 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU"

MANILA LINE—TWIN SCREW STEAMERS "CHINHOA," "TAMING" and "TEAN." Excellent Saloon accommodation, Ample Electric Fans fitted, Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans, in the Saloons and Dining Saloons, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

R.F.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 11 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$15.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
TELEPHONE 35. AGENTS

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Manilla, Genoa and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:

S.S. SCANDIA	17th Aug.
S.S. DOKERMARK	23rd Aug.
S.S. SENEGAMBIA	29th Aug.
S.S. LIBERIA	11th Sept.
S.S. ALBENGA	17th Sept.
S.S. SUEDEMARK	23rd Sept.
S.S. ARABIA	29th Oct.
S.S. SEGOVIA	5th Nov.
S.S. ALTMARK	11th Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 11th August 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Pasmore	FRIDAY, 15th Aug., at 11 A.M.
"YANGTSE"	Capt. A. B. Hodgins	TUESDAY, 19th Aug., at 11 P.M.
"HAITAN"	Capt. J. S. Enoch	FRIDAY, 22nd Aug., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	SUNDAY, 17th Aug., at 10 A.M.
		(WED. DAY, 20th Aug., at 11 A.M.)

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the Month of August FIRST CLASS RETURN FARES to FOCHOW will be subject to a Reduction of 20% on the Full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 14th August, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	30th August	On 16th Aug. 11 A.M.
ALDENHAM	20th September	On 19th Sept. 11 A.M.
EASTERN		On 31st Oct. 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. State-Rooms have Electric Fans, and fully qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.
CHIYO MARU	W. W. Greene	FRIDAY, 17th Oct., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 26th August, at Noon.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the FERROVIA NACIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

ANYO MARU, BUYO MARU and KIYO MARU

Ply between HONGKONG and COBONE via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, OALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WED. DAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

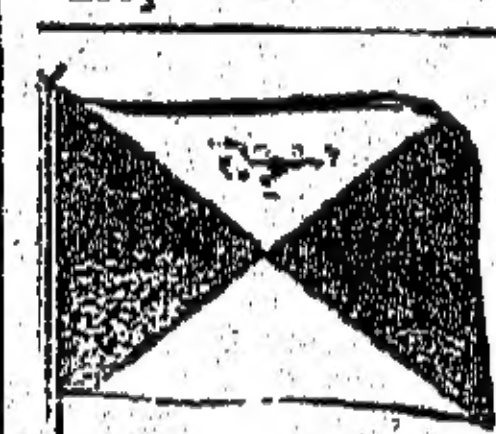
SPECIAL RATES.—TO OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 15th Aug., 4 P.M.
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 25th Aug., 4 P.M.

Electric Light, Fans in every Cabin. Competent Stewards Carried; For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers. Hongkong, 7th August, 1913.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"CANADA MARU"	K. Hori	SATURDAY, 23rd Aug., at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 4th Sept., at 1 P.M.
"PANAMA MARU"	J. Kameo	WED. DAY, 17th Sept., at 1 P.M.
"SEATTLE MARU"	T. Sato	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WED. DAY, 15th Oct., at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying BUL, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG and COLOMBO.

STEAMER	CAPTAIN	LEAVING
"LITZON MARU"	J. Yamamoto	THURSDAY, 4th Sept., 4 P.M.
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept., 4 P.M.
"INDO MARU"	K. Komiya	THURSDAY, 2nd Oct., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

STEAMER	CAPTAIN	LEAVING
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug., P.M.
"INDO MARU"	K. Komiya	SATURDAY, 20th Sept., P.M.
"LITZON MARU"	H. Yamamoto	TUESDAY, 21st Oct., P.M.

CHINA & FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KALIO MARU"	Y. Yamamoto	Leaving
"SHOSHU MARU"	T. Fuchigami	SUNDAY, 17th Aug., at Noon.
"DAIGI MARU"	S. Tokushige	SUNDAY, 24th Aug., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	WED. DAY, 20th Aug., at 10 A.M.

FOR CANTON.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z KAMIYA

MANAGER

Second Floor, No. 1, Queen's Building

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINCESS ALICE"	23,300	Wed. day, 20th Aug., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"LUETZOW"	17,300	About Wed. day, 20th Aug.
KOBE and YOKOHAMA	"PRINZ WALDEMAR"	6,000	About Tuesday, 19th Aug.
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	5,000	About End of August.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 9th August, 1913

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address—"DOCK," Yokohama.

Codes used.—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

NO. 1 DOCK.	NO. 2 DOCK.	NO. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 451 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 68,248 square yards, or 14.1 acres. Custom-house brokerage and insurance undertaken. Rates moderate. Mooring Basin, 690 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

THE DIRECTOR & CHRONICLE 1913.

FOR CHINA, JAPAN, CORSEA, INDO-CHINA, SIAM, STRAITS, SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

FIFTY-FIRST ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Country, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the place, their History, Topography, etc. &c. The information in these Descriptions, consisting of a hundred interesting articles, packed with facts, is set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume. Royal Octavo—Complete with Fifteen Maps and Plans, pp. 1,832, \$10.00. Directory only pp. 322, \$6.00.

The Directories and Descriptions are of

CHINA	CHINA	CHINA
Peking	Soochow	Canton
Tientsin	Chinkiang	Whampoa
Paitoh	Nanking	Kowloon
Chinwangtao	Yulu	Lappe
Taku	Kowching	Samsui
Antung	Bankow	Kongmoon
Manchurian	Yechow	Nanning
Trade Centre	Shanghai	Wuchow
Newchwang	Ichang	Kwangchow
Dairen	Changking	Pakhoi
Port Arthur	Hankow	Hohow
Chefoo	Ningpo	Lungchow
Weihow	Wenchow	Mingtsu
Kinchow	Santa	Hokow
Tientsin	Fochow	Szemo
Mukden	Amoy	
Shanghai	Swatow	

JAPAN AND FORMOSA

Tokyo	Osaka	Keelung
Yokohama	Moji	Tsushima
Hyogo	Nagasaki	Takow
Kobe	Hakodate	Anping
Shimonoseki	Tsushima	

EASTERN SIBERIA

Vladivostok	Nicojevsk
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HONGKONG AND ITS DEPT. DISTRICTS.

MACAO.

FRENCH INDO-CHINA.

Hanoi	Annam	Tourane
Haiphong	Hue	Saigon
Tonkin Provinces	Quinhon	Cambodge

PHILIPPINES

Manila	Iloilo	Cebu
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Straits Settlements

Singapore	Penang	Malacca
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MALAY STATES

Perak	Selangor	Pahang
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Netherlands India

Batavia	Samarang	Padang
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East Coast of Sumatra

NAVAL SQUADRONS

British	German	Austrian
French	Japanese	United States
Siamese	Siamese	Italian

OFFICERS OF COAST AND RIVER STEAMER. The Book is printed from New Type specially arranged for the purpose, and uniformly in every arrangement greatly facilitate reference. Besides the usual Alphabetical List of Firms the Directory gives the CLASSIFIED LIST of TRADES and PROFESSIONS at the larger Commercial Centres.

ALPHABETICAL LIST OF RESIDENTS contains the names of over 20,000 FOREIGNERS, arranged, with the initials as well as the Surnames in strictly Alphabetical Order, that any name can be found instantly.

THE MAPS AND PLANS

have been engraved by one of the most expert engravers in Great Britain and are corrected and brought up to date. They consist of the following:—

COLOURED PLATE OF FLAGS OF FOREIGN NAVIES

MAP OF THE FAR EAST

PLAN OF YOKOHAMA

PLAN OF KOBÉ AND HYOGO

PLAN OF FOREIGN SETTLEMENTS, (CHINA)

PLAN OF TIENTSIN (CHINA)

PLAN OF HONGKONG (CHINA)

PLAN OF HONGKONG (CHINA)

PLAN OF NEW TERRITORY (K. W. L.)

PLAN OF KOWLOON

PLAN OF SHANGHAI

PLAN OF BATAVIA

The CHRONICLE covers a notable amount of the last half century in the Far East, together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commission, Consular and Court Fees, Hongkong Stamp, Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures and other Commercial Information.

The CHRONICLE and DIRECTORY, though condensed in every possible manner, contains every year more pages.

It was years ago universally pronounced to be the cheapest work of the kind ever published, and although very much enlarged and improved in every way, the price in silver is now below the equivalent of 41 sh., at which it was originally published.

It is published at the Office of the "HONGKONG DAILY PRESS" and can be had from, and advertisements sent through, the principal Book-sellers in Asia and through

LONDON ... "Hongkong Daily Press" Office

